

### Intimations.

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**DAKIN, CRUICKSHANK & COMPANY, LIMITED,**  
 VICTORIA DISPENSARY.

## EUCALYPTUS OIL.

MESSRS. DAKIN, CRUICKSHANK & CO., LD., were the first to introduce EUCALYPTUS OIL into Hongkong, and the quality of their import is still unsurpassed.

### EUCALYPTUS OIL

Is a sovereign remedy for COLDS, INFLUENZA AND CATARRH. A first-rate Germicide. Is a more powerful disinfectant than Carbolic Acid.

FOR MOSQUITO BITES, FOR USE IN THE BATH.

D. C. & Co.'s

**EUCALYPTUS OIL,**

BOTTLES—50 cents & 3s. 13

Hongkong, 12th September, 1894.

**A. S. WATSON & CO.,**

LIMITED.

## VEGETABLE & FLOWER SEEDS.

SEASON 1894-95.

Orders will be executed in the sequence in which they are received as long as the supply lasts.

### SEED LISTS

HINTS FOR GARDENING have been issued and may still be obtained on application.

Our Seeds are all tested before being put up in London. They are packed under our own supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in fine weather only and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

### CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby adding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each...\$1.75  
 28 lbs. ...\$4.50  
 Directions for Use are given on the Label.

### RANSOME'S "NEW PARIS"

**LAWN MOWERS,**  
 The Best and Cheapest Machines in the Market.  
 For Sale at Manufacturers' Prices.

**A. S. WATSON & CO., LD.**

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 15th September, 1894.

### TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

**The Hongkong Telegraph**

HONGKONG, MONDAY, SEPTEMBER 24, 1894.

## TELEGRAMS.

### THE WAR IN THE NORTH.

LONDON, September 23rd. It is stated that, at the instance of the British and Russian Ministers at Peking, Li Hung-chang has agreed to an armistice; the Japanese, however, have refused to suspend operations and are hurrying stores, &c., to Korea to provide for a winter campaign.

The Imperial treasury at Moukden amounting, it is stated, to \$1,200,000,000, the accumulation of two centuries, is believed to be an additional inducement to the Japanese to attack that city. Eighty thousand more Japanese troops are embarking at Hiroshima.

### THE RECENT NAVAL ENGAGEMENT.

Superintendent Engineer Purvis went down to the *Chiyun*, and Nickalls, instructing gunner, was killed on board the *King-yuen* during the action.

The Chinese officers who were wounded in the fight report that four Japanese ships were destroyed, and the rest badly crippled. Japanese official accounts re-affirm that they lost no ships, but that 180 men were killed and wounded, and that 130 ships were severely damaged. The *Motowaka* has returned to Japan for repairs and Admiral Ito has transferred his flag to the *Hatsushima*.

It has transpired that besides the four Chinese ships sunk, three were not on fire.

### MOROCCO.

The Governor of Casablanca has apologized for the outrage on the British and Danish Consuls.

### LATE TELEGRAMS.

BERLIN, September 23rd.

Baron Garterer-Grielenow has been gazetted Consul-General of the German Empire in India.

VIENNA, September 23rd.

At the Congress of Hygiene and Demography to-day, Dr. Gordon of London, and Dr. Herbert of Poona, read papers on cholera in India. Dr. Herbert, in his paper, showed most of the Calcutta mortality in cholera decreased with reduced rainfall.

LONDON, September 23rd.

With a view to ascertaining the capability of captive balloons, for the purpose of reconnoitering an enemy's position, experiments were held at Aldershot yesterday in the presence of the Duke and Duchess of Connaught and several officers of the garrison. A captive balloon, after ascending to a good height, was suddenly struck by a flash of lightning; three engineers who were holding the which to which was attached a wire communicating with the balloon were severely injured by the stroke.

Advices received from the West Coast of Africa state that Captain Labor of the Royal Marines, Major Copland Crawford and some seamen, with some native troops, have been seriously wounded during an encounter they had with some of the Chief Nana, on the coast of Benin. Her Majesty's gunboats *Phlebas* and *Widdow* have been ordered to the scene of the encounter to reinforce her Majesty's gunboats *Alceto* and *Pharis* which are already there.

SORIA, September 23rd.

A prosecution has commenced against M. Stambouloff, the late Prime Minister of Prince Ferdinand, for insulting his Royal Highness in the statements he had made during an interview with a German newspaper correspondent which have been duly published. The principal charges are that Stambouloff ridiculed the Prince's fondness for showy uniforms and his punctiliousness in matters of Court etiquette. The tribunal before which Stambouloff had been arraigned liberated him on bail of £1,500 sterling.

LONDON, September 23rd.

Despite the persistent reports that continue to be circulated about the readiness of the British Government to despatch an expedition to the Sudan to co-operate with the Italian force at Kassala for suppressing the Mahdists, it is stated on the best authority that there is no intention of undertaking such an expedition, nor has any proposal been made by the Italian Government for a joint advance on Khartoum.

Intelligence has been received by the Admiralty that the British cruiser *Ringarooma* is ashore on Mallicollo reef in the New Hebrides. The officers and crew are believed to be safe. Assistance has been sent.

The *Times* publishes a telegram from Shanghai stating that the Japanese Government has threatened to withdraw the promise not to molest Shanghai if it work in Kiangnan arsenal continues. In as much as no activity is being displayed in this arsenal, it is assumed that the Japanese have some ulterior motive in making such a threat. Possibly their idea is to provoke the British Government to intervene.

### ANOTHER TYPHOON.

We are indebted to the courtesy of Señor Don Enrique Ortiz, Spanish Consul at this port, for the following information, received from Manila:—  
 MANILA, September 22nd, 3.50 p.m.  
 "There is another depression to the eastward, but at present cannot determine its direction."

"The typhoon appears to be moving to the north-east, towards the north-east coast of Luzon. It seems to be travelling from S.E. to N.W.W. It is uncertain whether it will change its course."

At 11 a.m. a red drum was hoisted at the *Victor Emanuel's* yard-arm, indicating that a typhoon was then raging to the east and more than 100 miles from the Colony.

The barometer has fallen here steadily since noon on Saturday last, the 22nd instant.

In his weather report to-day the Acting Director of the Observatory writes:—

"On the 23rd at 11.34 a.m., the depression appeared to be situated to the east of Billings Bay Channel. At 11.55 a.m., in Hongkong, the barometer was falling, while light north winds and fair to showery weather prevailed. On the 24th at 11.15 a.m. the red drum was hoisted. The depression then appeared to have moved westward and to be situated to the west of Luzon. In Hongkong the barometer is falling, and light north and north-east winds prevail."

### LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s steamer *Malacca* left Singapore for this port at 6 a.m. yesterday.

The returns of the number of visitors to the City Hall Museum for the week ended, Sept. 23rd, are:—Europeans, 121; Chinese, 931; total, 1,052.

The Agents (Messrs. Dowdell, Carrill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Victoria* which left Yokohama on the 8th inst. has arrived at Tacoma on the 22nd.

A SYDNEY man was charged the other day with unprovoked assault on a strange woman, and he pleaded that, in the dark, he had mistaken the lady for his wife! The right of every man to wallop his own nigger! £10—or six months.

### TRAIN UP A CHILD, ETC.

Parson: "Well, Elsie, how is it I never see you at Sunday school or choir practice now?"  
 Elsie: "Please, sir, mother says that now I am getting a big girl I must keep away from the boys."

HARR, remarks *Sydney Bulletin*, is a principle to hold on by. When any lawyer or agent is paid trust-money, he should be held by law to occupy just exactly the position which is held by the bank-teller to whom you pay in cash. If the teller pockets the money, that is embezzlement and means jail.

"PA, is there any truth in the theory of heredity?"

"There seems to be, my son."

"It seems reasonable, I admit, but it puzzles me to know from whom, if the majority of the people who die were good, as their children and grandchildren tell us, the living inherited the evil they possess?"

THE Japanese cruiser *Tatsuma*, recently completed by the Armstrong Company, was lying in the Tyne waiting for a crew and commission, when news arrived of the outbreak of war. Orders were telegraphed to get her under way for Japanese waters. A search crew was obtained, consisting mostly of Englishmen, and she was hurriedly equipped. Coal and stores were hurried on board, and in four days the *Tatsuma* steamed out of the Tyne. She was at sea before war was declared.

THE silk steamer *SIVA* which left Yokohama on the 25th ult. and arrived at Tacoma on the 9th inst., and at New York on the 15th.

We have to acknowledge the receipt of a pamphlet entitled "Sanitation," by Mr. W. St. John H. Hancock, C.E., which we hope to deal with at an early date.

Judge—This gentleman charges you with stealing his bull pup, valued at \$75. What have you to say?

Prisoner—Well, Judge, do you honestly think that a man worth fool enough to pay \$75 for a snub-nosed, pig-eyed little brute like that has got sense enough to know his own dog when he sees him?

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The *Wm. Le Lacheur* left Singapore, bound to Hongkong, on the 7th inst., and experienced light southerly winds and fine weather until the 9th when the barometer was found to be out of order. All went well, however, till noon on the 10th, when the wind changed to north-east, and the sea began to swell. At 1.30 p.m. the wind shifted to north-east, and the sea began to swell. At 1.30 p.m. the wind shifted to north-east, and the sea began to swell.

On the 10th at 4 a.m. a heavy rain and peeling showers were experienced, and at noon, when the wind was blowing from north-west, the sea was very rough, and the barometer was falling.

On the 11th at 11 a.m. the barometer was falling, and light north and north-east winds prevailed. On the 12th at 11.15 a.m. the red drum was hoisted. The depression then appeared to have moved westward and to be situated to the west of Luzon. In Hongkong the barometer is falling, and light north and north-east winds prevail."

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From 4 p.m. to 8 p.m. the wind and sea increased, and at 8.30 p.m. a moderate gale and mountainous sea were encountered. At midnight the aspect of the weather became worse, and half-an-hour afterwards a terrific gale was blowing from the north-west; a sure indication of a hurricane. The heavy squalls experienced shortly afterwards carried away the fore-mast and top-mast, mizen stay, and the main lower top-mast. The barque, now under very short canvas, was run before the wind. At 4 a.m. on the 12th the typhoon was encountered, and as the wind backed from west by north half north to south, the barque was run under bare poles. At 8 a.m. the wind shifted to west-south-west, and the full force of the hurricane was then felt. To make matters worse, a heavy cross-sea was running, and terrific squalls from south-west half south constantly struck the ship. At 2.30 p.m., in lat. 15.10 deg. north and long. 114.16 east, she "popped" a "green monster," which carried away her steering gear, cabin skylight, filled the cabin with water, and smashed a boat, the companion door and a clock. The chief officer and the two men at the wheel narrowly escaped being washed overboard. Mr. Barnett was washed against the companion way by sea with great force, but, happily, picked himself up near the brake of the poop with his leg slightly damaged; while a Chinese seaman was washed off the poop and picked up on the main deck, and another seaman was left clinging to the remains of the helm. Before the wheel could be repaired, which was at 4 p.m., the barque was steered by tackles made fast to the tiller. By 8 p.m. a south-west by south wind was blowing steadily, and similar weather continued until midnight. At 4 a.m. on the 13th the wind veered to south by west, and the sea moderated a little. At 8 a.m., with the wind and sea moderating, the foresail was set, and the barque sped along fairly before a strong south-south-west gale. At 2 p.m. the main-mast and top-masts were set. The sea moderated towards midnight, and early on the 14th the wind shifted from south to south-south-east, with a very heavy cross-sea running. On the 15th light variable winds and fine weather was experienced. On the 16th, from 6 a.m. to 8 p.m., the barque was near Waglan lighthouse, but could not make port as the wind dropped completely, while a tremendous south-east swell rolling inshore caused the vessel to roll and strain a good deal. At 11 p.m. a good breeze sprang up, and port was reached at 6 o'clock this morning, without further difficulty.

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366 cases and 54 deaths in Sledlec and 747 cases and 370 deaths in Petrikov.

Two deaths from cholera occurred here to-day. At Amsterdam eleven cases of cholera and one death from that disease were reported.

**MONTANA, August 26th.**  
Considerable excitement has been occasioned in official circles by a murder committed here to-day. M. Ruissel, secretary to the Police Commissioner, while entering his house, was shot by an unknown man. Very few people were in the vicinity of the house at the time, and the murderer made his escape unmolested. It is supposed that the shooting was done in revenge by an anarchist.

**BUCHARST, August 26th.**  
The cholera is rapidly spreading in Bessarabia. The Sanitary Council demands that the whole line of travel along the Pruth be cordoned by the military.

**ATHENS, August 26th.**  
An earthquake was felt here at 8 o'clock this morning. The shock was also felt in Corinth, Vasiliza, Zante, Thess, Chalcis and Atalanti. The inhabitants of some of the places affected were terribly frightened, thinking there was about to be a repetition of the disasters that occurred some little time ago. They fled to the fields and other open places for safety. So far as known no persons were killed.

### SHOCKING CASE OF PIRACY OFF SINGAPORE.

FOUR CHINESE MURDERED.  
Malay Pirates From The Islands.

There came into Singapore this afternoon (September 19th) one of the most ghastly sights that has ever come into the port for very many years. A Chinese junk, which had left Singapore on the 6th or 7th instant with a crew of eight men, returned to port in charge of three men only. Four bodies of the other members of the crew, fearfully mutilated, were lying on the deck, just as they had been killed by Malay pirates whom the poor Chinese had generously offered to assist and were assisting. Another member of the crew who had become frightened had jumped overboard and was drowned. It appears from the story gathered from the three men left of the crew, that their boat, named "Kien Hock Hin," took her clearance from Singapore on the 6th inst., with a cargo of 400 piculs of rice, 50 cases of petroleum, and several hundred dollars in cash, for Lingai, a Dutch island near Rho. They had a crew on board of eight men. Shortly after they left Singapore they were met by a Malay phrau on board of which were three Malays from one of the neighbouring islands. These three men, asked if the junk would tow them as they were tired. The Chinamen generously gave them this concession and cast out a rope, taking the phrau in tow. Everything went well, and in the night time the wind fell slack and all the crew were asleep on the deck, except the man at the helm. The man at the helm states that, before he was aware of what was doing, the Malays had pulled their boat up alongside and had jumped on board. They made one rush for the sleeping crew, and succeeded in dispatching four of the crew with where they lay, cutting them up in a shocking fashion. Resistance was hopeless; indeed, before they scarcely had their eyes open they were sent into eternity. One man of the crew became so frightened that he jumped overboard and was drowned, unless possibly he has been picked up by a passing boat, which is extremely doubtful. The other three men begged for mercy and, seeing that they had all in their power, (although one of the men was afterwards badly wounded on the arm from a kris cut) the Malays listened to their prayer, and did nothing else in the way of attempting to take human life. They plundered all the money they could find in the boat, and managed to get altogether something like \$500. They never touched the cargo, and then they sat down with the money. They then packed up the money into their phrau and left.

The three Chinamen, left alone, decided on returning to Singapore, and the boat arrived here early this morning. The chief boarding officer went down and, with assistance, brought the boat to the landing stage near the Master Attendant's office, with its ghastly burden on board just as the men had been cut down. The Chinese remaining of the crew were taken to the hospital, and the Malays were from Singapore, and they replied in the negative, saying that they believed they came from some of the islands close to Singapore. The matter is now being investigated by the authorities.

### SERIOUS EXPLOSION ON THE STEAMER "AMHERST."

FOUR MEN KILLED, ONE BADLY WOUNDED.  
Bursting of the Donkey Boiler.

The explosion on board the steamer *Amherst*, which was briefly noted in the *Strait Times* of Saturday the 19th instant, has turned out to be an occurrence of a most serious nature. Chief Engineer Lee was severely injured in a serious manner, and he now lies in the hospital at Malacca, his recovery being considered as doubtful. Four men have died from the effects of their injuries. The steamer *Amherst*, which is a local boat, regularly trading in the Straits, left Malacca in the ordinary course, on Friday evening about 5 o'clock, bound for Singapore. She had not been under steam for hardly two hours when a terrific explosion occurred in the engine room. Steam rushed out of the engine room in great volumes. The captain, finding that the donkey boiler had burst, and that several men had been injured, put back for Malacca. An official report from Malacca states that the *Amherst* was about five miles south of Pulau Ubin when the explosion occurred. The ship arrived at Malacca where the wounded were landed. The chief engineer, the second engineer named Amsted, and three firemen were sent to hospital. According to the official report, it would appear that the donkey boiler was being overhauled preparatory for working on arrival in Singapore. This, in a manner, corroborated here. The *Sisla*, which was at Malacca at the time, rendered assistance in taking ashore the wounded. The captain of the *Amherst* is very reluctant on that subject; but it is believed, from the information obtained from the company's superintending engineer, that the donkey boiler was undergoing some sort of an overhaul. The second engineer had with him, down below, three firemen carrying out the work. As far as can be understood the chief engineer was on deck at the time asleep in a long chair. The donkey boiler was not worked at a pressure of over 40 lbs, and it had only been surveyed about a month ago. There were connections from the donkey boiler with the main boiler, but these connections were cut off. When the explosion occurred the chief engineer ran down below, and it was then that he got scalded and sustained the injuries from which he now lies in the Malacca hospital in a bad condition. It seems that the combustion chamber of the boiler came down and the steam and hot water rushed out, filling the place and scalding everybody near at hand. There may have been one or two men who were not near the boiler at all, but if they were anywhere

down in the engine room the suffocating nature of steam would soon make its effect felt. How it comes about that they should be working the donkey boiler at all is not exactly understood at present, because the donkey boiler was not used and was not needed, until after arrival in Singapore. By the accident the *Amherst* was left without engineers to bring her on to Singapore. The agents thereupon telegraphed to Singapore to send on men at once. It took to this two engineers (Messrs. Anderson and Woodcock) left by the *Sagpho* and arrived there on Sunday forenoon. Steam was raised in the *Amherst*, and she left Malacca at 5 o'clock last evening, and reached Singapore at about sunrise this morning. Strained to say no damage was done to the ship. The list of killed includes three Malay firemen and the second engineer, a young European named Amsted. Amsted died in the hospital on Saturday morning. He leaves a wife, but no family. According to latest report regarding the chief engineer, Mr. Lee is said to be doing well.

### SIAM NOTES.

**BANGKOK, September 13th.**  
His Majesty the King, our readers will be glad to learn, is still making promising progress towards recovery.  
An extensive Flower Garden and promenade are at present in course of construction at that portion of the city called Ban Lam Poo, H. H. R. H. Krom Mun Naret.  
The Electric Light, it has been decided by the Department, is to be used for illuminating all the principal roads of Bangkok. The work is to be undertaken at once.  
Capt. Stenham, on the arrival of the *Mongkut*, from Hongkong, on Wednesday, discovered in his state-room, 180 lbs of opium not entered on the ship's manifest. He also found that his "boy" had decamped. The matter was duly reported to the authorities. — *Bangkok Times*.  
September 19th.  
The Bangkok Hotel, an old establishment, has been closed to exist, and the furniture and effects were sold by public auction yesterday.  
The British steamer *Strathclyde*, which arrived here last week from Saigon, consigned to the Arracan Coy., is loading rice for Europe. The *Strathclyde* cleared on Saturday with a cargo of rice for the same destination. The *Winnipeg* Hall is completing her loading at Koh-si-Chang. She will take away about 4,500 tons also for Europe. — *Siam Observer*.

### FEMININE FASHIONS IN ALL AGES.

The vertiginous or bustle first appeared in France about 1770.  
Ruffs came into use in North Europe about the middle of the sixteenth century.  
During the Tenth century no woman was allowed to appear at church without a veil.  
Corsets have been found on the mummies of Egyptian princesses of the royal family.  
In 1376 Francis I gave his Queen the equivalent of \$16,000 in money to buy her a hat.  
In 1461 a fashion of gold collars came in. They were of solid gold and inclosed the neck, fastening with a padlock in front.  
In the beginning of the sixteenth century ladies' hair was worn flowing, and the prevailing colour was yellow or white.  
The longest train on record was that of Catherine de Medici on the occasion of her marriage. It was forty-eight yards and borne by ten pairs of pages.  
From 1784 to 1786 the style of hair-dressing in Paris changed seventeen times, and went from the extreme of short curls and a skull cap to a hat three feet broad.  
In the Roman catacombs have been found several sets of false teeth, manufactured from ivory to repair the ravages of time in the mouths of Roman beauties.  
Kid and silk gloves came into use in Europe about the end of the fifteenth century. At first only princesses and ladies of high rank were allowed to wear them.  
The most changeable period of feminine fashion was in France between the outbreak of the Revolution and the Restoration in 1815. During this time 280 different styles are recorded.  
During the social reign of Catherine de Medici the ladies never washed their faces. There was an idea that water injured the complexion, and the face was washed off with a rag dipped in milk.  
High-heeled shoes first appeared in the reign of Louis XIV. The heels were often five inches in height, and walking was thus made very difficult and painful, but the sacrifice was cheerfully made.  
About the year 1400 the Queen of France astonished her kingdom by driving about in a swinging chariot mounted with gold and gems. It was the only wheeled vehicle for pleasure purposes in France.  
In the sixteenth century the faces of ladies were covered with a sort of enamel. It was brittle, and the wearers were obliged to preserve a fixed expression of countenance to keep it from cracking.  
Ribbons came into use in Europe during the Crusades. The French ladies during the Thirteenth century tied them to every part of their costumes and went fluttering about, their particoloured ribbons streaming in the breeze.  
In the Eighteenth century the French ladies always walked with a stiff about five feet long. It was supposed to add uprightness to the figure, and in the head of the staff there was carried a powerful charm against the devil.  
Hoop-skirts first appeared in 1530. An iron cage was prepared and the skirts were stretched over it. The cage was tipped to one side, the lady crawled underneath and the cage was fastened to her waist by a strong leather belt. The cage and skirts sometimes weighed as much as forty pounds.  
Wigs were common both in ancient Greece, France and Italy. Yellow hair was procured in great quantities from Germany and Scandinavia, and with its coils the raven-haired beauties of South Europe concealed their own locks.  
The Modest about whom Catullus, Propertius and Tibullus raved were married and not natural.  
In 1715 an actress appeared on the stage of a Paris theatre in the character of a rustic Greek maiden in the time of Pericles. She wore a pander five yards in circumference under a skirt of silver gauze, trimmed with puffs of gold and pink crepe, and bouquets of natural roses here and there fastened to the material. The under-skirt was of pink silk, and garlands of roses were fastened on it with chains of silver cloth. Her train was six yards long.  
In 1505 the women took so long to dress that Father Menez, a Franciscan friar, loudly declared: "Oh, you women! beware of hell. What devil keeps you dressing so long? Though you have only to step across the gutter to enter the church, I am certain it would take less time to clean out a stable of forty-two horses than to wash till your pins are fastened in their places. Your pins are the invention of the devil. No one but Satan could have devised such monstrosities." — *Globe-Democrat*.

### CHINA COAST METEOROLOGICAL REGISTER.

23rd September, 1894.—At 4 p.m.

Wind	Temp	Humidity	Bar	Sea	Weather
W. 10-15	81	87	30.1	1/2	Cloudy
N. 10-15	81	87	30.1	1/2	Cloudy
E. 10-15	81	87	30.1	1/2	Cloudy
S. 10-15	81	87	30.1	1/2	Cloudy
W. 10-15	81	87	30.1	1/2	Cloudy
N. 10-15	81	87	30.1	1/2	Cloudy
E. 10-15	81	87	30.1	1/2	Cloudy
S. 10-15	81	87	30.1	1/2	Cloudy
W. 10-15	81	87	30.1	1/2	Cloudy
N. 10-15	81	87	30.1	1/2	Cloudy
E. 10-15	81	87	30.1	1/2	Cloudy
S. 10-15	81	87	30.1	1/2	Cloudy

24th September, 1894.—At 4 a.m.

Wind	Temp	Humidity	Bar	Sea	Weather
W. 10-15	81	87	30.1	1/2	Cloudy
N. 10-15	81	87	30.1	1/2	Cloudy
E. 10-15	81	87	30.1	1/2	Cloudy
S. 10-15	81	87	30.1	1/2	Cloudy
W. 10-15	81	87	30.1	1/2	Cloudy
N. 10-15	81	87	30.1	1/2	Cloudy
E. 10-15	81	87	30.1	1/2	Cloudy
S. 10-15	81	87	30.1	1/2	Cloudy
W. 10-15	81	87	30.1	1/2	Cloudy
N. 10-15	81	87	30.1	1/2	Cloudy
E. 10-15	81	87	30.1	1/2	Cloudy
S. 10-15	81	87	30.1	1/2	Cloudy

"On the 24th at 11.15 a.m. the depression appeared to be situated to the east of Hailuogang. At 1.45 a.m. in Hongkong, the barometer was falling, while light north winds and fair to showery weather prevailed. On the 24th at 11.15 a.m. the depression was situated to the west of north Luzon. In Hongkong, the barometer is falling, with light north and south winds and fair weather. The depression is reduced to level of the sea in Luzon, south and south-west. Temperature in the shade in degrees Fahrenheit. Humidity in percentage of saturation. Direction of wind in degrees. Force of the wind according to Beaufort scale. State of the weather. 1. Fine day, 2. Breezy, 3. Cloudy, 4. Drizzling rain, 5. Fog, 6. Drizzle, 7. Heavy rain, 8. Thunder, 9. Hail, 10. Snow, 11. Sleet, 12. Ice, 13. Frost, 14. Snow, 15. Ice, 16. Sleet, 17. Ice, 18. Snow, 19. Ice, 20. Sleet, 21. Ice, 22. Snow, 23. Ice, 24. Snow, 25. Ice, 26. Snow, 27. Ice, 28. Snow, 29. Ice, 30. Snow, 31. Ice, 32. Snow, 33. Ice, 34. 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